CLASSIFICATION RESTRICTED

CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY USSR

SUBJECT Military - Aircraft

HOW PUBLISHED Daily newspapers

WHERE PUBLISHED Stockholm; Oslo

DATE PUBLISHED 2 - 6 Jun 1949

LANGUAGE Swedish; Norwegian

DATE OF INFORMATION 1949

DATE DIST. 28 Jun 1949

NO. OF PAGES 3

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

SWEDISH, NORWEGIAN PAPERS DISCUSS SOVIET MILITARY PLANES

DATA ON SOVIET FIGHTER -- Information, No 129, 6 Jun 49

Swedish aviation experts who have inspected the Russian fighter plane which recently crash-landed at Tullinge Airfield near Stockholm, feel that Soviet aircraft producers have now caught up with US and British fighter aircraft construction, but that the Russians have not made any advances beyond the point reached by the US and the British at the end of the war.

Results of the Swedish examinations are secret, but Stockholms Tidningen has published an article which gives some information about the new Russian fighter.

The aircraft, called LA-11, is the latest model constructed by Semën Lavochkin, who has received the Stalin Prize for his fighter constructions. Lavochkin made news in 1940 with his fighter, the LAGG-3, which played a decisive role at Stalingrad. The LAGG-3 was later improved by the LA-5, LA-7, LA-9, and LA-11. The LA-5 had a single engine, which was a copy of the US Wright Cyclone 14.

Stockholms Tidningen believes the LA-11 is no better than the Spitfires and Mustangs in service at the end of the war.

Dimensions of the Soviet fighter are as follows: wing spread, 10.6 meters; length, 9 meters; horsepower, 1,850 - 2,000; maximum speed, 600 kilometers per hour; and armaments, three 20-millimeter machine guns.

The aircraft which crash-landed in Sweden was not equipped with either rocket weapons or rocket apparatus. However, it is believed that other Lavochkin models have rocket equipment.

CLASSIFICATION RESTRICTED

STATE	NAVY	NSRB	DISTRIBUTION
ARMY	AIR	FBI	

STAT

EDITORIAL COMPARES USSR, WEST AIRCRAFT -- Dagens Nyheter, No 146, 2 Jun 49

The Soviet aircraft, which crash-landed at Tulinge recently, has again aroused interest in USSR aircraft from the technical viewpoint. Are USSR aircraft of comparable quality to those of the West? It is difficult to answer this question; however, a short survey of USSR military aircraft may facilitate an evaluation.

A year ago England and the US switched over almost entirely to jet propulsion in fighter aircraft. The USSR is just now in the midst of taking such a step, but, generally speaking, most of her fighters are propeller type. The most modern of these is said to be the LA-11, the same type as the one that crash-landed, and which has not been publicized at all. Its performance specifications are about the same as those for the US (and Swedish) Mustangs; however, its flying range is shorter. The air-cooled engine develops 1,800 horsepower. The designer, Lieutenant General Lavochkin, has designed several good fighters, all resembling the famous German FW-190. Other propeller-type fighters in extensive use are the YAK-3 and YAK-9 which, with 1,200 - 1,300 horsepower, have somewhat poorer performance specifications, falling between the Swedish J-22 and J-21. The YAK-3 and YAK-9 were designed during the war by Colonel-general Yakovlev, who was than only 35 years old.

US bombers with atomic bombs constitute a latent threat of the first order to the Soviet homeland. For this reason Soviet designers in recent years have been hard at work to produce a jet fighter providing the best defense against high-altitude bombers. The first difficulty, that of producing a jet engine, was lessened first by the Germans, who turned over their Junkers and BMW factory-trained designers to the Russians and then by the British, who sold 60 Rolls Royce jet engines to the Russians a few years after the war. The two best-known Russian jet planes, the YAK-15 and the MIG-9, appeared shortly after the war and were inferior to contemporary British and US models. However, there are newer types with high standards of performance, but these are well-guarded secrets. Soviet sources report that some of these have reached the speed of sound. However, those who are familiar with USSR industry doubt their ability to develop engine designs quickly, and this constitutes the key to their possibilities of matching or maintaining standards of speed or climbing ability comparable to those of the Western nations.

With regard to light attack aircraft, which are the Russians' specialty and which are designed for the support of ground troops, most of them appear to be of the single-engine Stormovik type, designed by Lieutenant-general Ilyushin and serially produced during the war. The latest version, the IL-10, is said to be in about the same class as the Swedish B-17 (now in the Ethiopian Air Force). The main twin-engined attack aircraft, of which there is also a large number, is the TU-2, designed by the Nestor of the Russian aircraft designers, A. N. Tupolev. The TU-2 is somewhat larger than the Swedish B-18 and just about as fast. Because these aircraft are "sitting ducks" for a jet fighter, an attempt is being made to develop a twin-engine jet bomber for similar missions, that is, attack against military objectives, but also -- particularly at high altitudes -- capable of being used against cities and otherwise in the homeland. Thus, there is a jet version of the TU-2, but very little is known about it. The speed is said to be considerably less than that of a jet fighter, but it is a tough opponent for the older types of fighter. If this aircraft is approved for serial production, then the Russians will have advanced beyond the British, who do not yet have a jet bomber. On the other hand, the US has jet bombers being delivered, but these are considerably larger. For attack purposes the Americans and the British are using their jet fighters equipped with rockets. For some time to come the Russian attack planes will be propeller-driven.

It is known at last that the Russians are planning heavy jet bombers, but there are still several problems that remain to be solved, chiefly that of range. On the other hand, it is not impossible that they will have short-range jet bombers in the near future.

STAT

Most of the Russian transports are domestic copies of the DC-3, but there are also larger four-engine types, for example, the IL-18 which carries 66 passengers, and the TU-70 (the transport version of the B-29), carrying 72 passengers. Both of these types are in use and in production.

The quality of Soviet Air Force equipment is unknown. At the beginning of the war it was very poor. Since that time, it has risen sharply, to a considerable extent because of the assistance granted the USSR during the war by the Western powers -- radar, instruments, and sights. Both during the war and thereafter the opinion has been that the skill of the Russians in navigating and flying by instruments is much less than that of the Westerners. This is attributed largely to a lack of instruments rather than to lack of training.

Even if the latest Soviet jet planes are impressive, one must still conclude that the Russians will have to compensate for lower quality with greater quantity in order to fare successfully in a conflict with the West.

- E N D -